

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FAIR
Barometer 30.01

February 17, 1915. Temperature 6 a.m. 53. 2 p.m. 60
Humidity 91. 82

February 17, 1914

Temperature 6 a.m. 64. 2 p.m. 85
Humidity 95. 83

2831 日四初月正

WEDNESDAY, FEBRUARY 17, 1915.

星期三 號七十月二

THE HONGKONG TELEGRAPH
\$38 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

GERMANY'S PROPOSAL TO BRITAIN.

WANTS TO STRIKE A BARGAIN.

The Naval and Financial Outlooks.

GREAT SPEECHES BY MR. CHURCHILL AND MR.
LLOYD GEORGE.

[Router's Service to The "Telegraph."]

Germany Bargaining.

Feb. 16, 11.25 a.m.
Reuter's correspondent at Washington states that Count Bernstorff has presented a formal Note stating that Germany is willing to consider the abandonment of the proposed attacks on British merchantmen if Britain will allow the passage of foodstuffs for civilians.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

A Dutch Note to Germany.

Feb. 16, 1.40 a.m.
Reuter's correspondent at The Hague states that the Dutch Government has addressed a Note to Germany declaring that the grievances Germany has formulated in general terms against neutral countries are unfounded so far as the Netherlands is concerned and says that neutral vessels are entitled to demand a thorough examination as to their nationality.
The Dutch Government has also intimated to Great Britain its objection to the latter's attitude regarding the employment of neutral flags by merchantmen.

Good Artillery Work.

Feb. 16, 1.40 a.m.
Last evening's communique states that there have only been some successful actions by our artillery, an enemy battery at Poelcapelle, north-east of Ypres, being silenced, German trenches at Beaurains, south of Arras, being destroyed and enemy works and parties being effectively shelled in the vicinity of Soissons and Perthes.

Count Bernstorff Recalled.

Feb. 16, 5.55 a.m.
According to a message from Washington, Count Bernstorff's Note says that Germany's war zone proclamation is in retaliation for what he terms British violation of international law in attempting to starve the non-combatant population of Germany.

He says that the German Government is informed that British merchantmen have been armed and ordered to sail in groups with a view to trying to sink German submarines and there can be no question of searching such merchantmen, which are warships.

The Note urges neutral ships to go round Scotland outside the war zone, and it is announced that Germany intends to sow mines in the waters round the British Isles.

The Note concludes by pointing out that this is not a reply to the recent American Note, which will shortly be transmitted. It is rumoured in Berlin that Count Bernstorff has been recalled, but it is unknown whether only temporarily or in disgrace.

Two New Squadrons in Battle Line.

Feb. 16, 5.55 a.m.
The Daily Chronicle deduces from Mr. Churchill's speech that two new squadrons of Royal Sovereigns and Queen Elizabeths, armed with fifteen-inch guns, are now in the battle line.

LATEST WAR TELEGRAMS.

Mr. Churchill's Glowing Speech.

Feb. 16, 9.50 p.m.

Mr. Churchill, in the House of Commons to-night, in a speech introducing the Navy Estimates, laid emphasis upon the efficiency of the British Navy.

At the outbreak of war, Great Britain had a fleet, with a good margin of safety for vital matters, fully mobilised and equipped with every requirement—with reserves of ammunition and torpedoes far above the regular quantity, with ample supplies of fuel oil and adequate reserves of all kinds. The Navy had also adequate numbers of trained officers and men, adequate establishments for training new men, an immense programme of new construction maturing to reinforce the fleet, and a pre-arranged system of accelerating new construction which had been found to yield even surprising results.

Particularly did he draw the attention of the House to the supply of ammunition. They got little credit for such expenditure in time of peace, but in time of war they had to thank God it had been made (cheers).

The estimate of the quantity of oil consumed in the war had proved much larger than the actual consumption. Also there had been no difficulty in buying practically any quantity of oil and not a single oil ship had been interfered with, while the price of oil was substantially below that when he last addressed the House.

There had been an idea that we might build ships but never man them. When, however, the mobilisation took place we manned every ship in the Navy fit for service, including old vessels for which we found usefulness and also powerful new ships built for foreign countries, besides several scores of armed merchantmen.

We also provided all the men for the necessary naval air service, which did not exist three years ago but was now becoming a considerable and formidable body (loud cheers). We have been able to keep the naval training school full to the brim, and thus to supply the drafts for the new vessels which were coming on in such great numbers. We had also to provide for the Royal Naval Division, which had now reached a respectable total and had developed such efficiency as enabled the men to be counted on immediately.

We had always relied on the Navy for our safety and the German army was not more ready for an offensive war on a gigantic scale than the British Fleet was for national defence (cheers).

Mr. Churchill referred to the victories at the Falkland Islands and the Dogger Bank. Both, he said, were satisfactory in themselves but were still more satisfactory in their significance and consequences.

The victory at the Falklands had terminated the first phase of the naval war by clearing the German flag from the oceans of the world. The blocking-in of enemy merchantmen, the reduction of Tsingtau, and the defeat of the Goeben and the Emden were steps along the path finally reached by Admiral Sturdee's victory.

Only two small German cruisers and two armed merchantmen remained at large of all Germany's formidable preparations for attack upon our trade routes, and these were at present in hiding. There had been about eight thousand British vessels continuously on the seas. During the last three months there had been 4,465 arrivals in and 3,800 sailings from the United Kingdom and only nineteen vessels had been sunk by above-water craft. That was a remarkable result, because during the two great wars begun in 1793 and ended in 1814 no fewer than 10,781 British merchantmen were captured or sunk by the enemy. Even at Trafalgar we lost five hundred ships a year. Our total loss in the first six months of the present war was only sixty-three. But we must keep watch against another attempt to harass the trade routes. Although the ocean offered rather bleak prospects to German cruisers, the truth was that steam and the telegraph enormously increased the thoroughness and efficiency of superior power.

Mr. Churchill dwelt upon the Admiralty's transport work, the moving of troops across the Channel—often at the shortest notice, threatened by the enemy's warships and in waters haunted by submarines—and the transport also from India, South Africa, Egypt, Australia, New Zealand, Canada, China, indeed from every position under the Crown, of approximately a million men without up to the present any accident or loss of life (cheers).

"If that is incapacity," he said, "I hope there will be an inexhaustible supply of it" (loud cheers).

So smoothly had this worked that sometimes it was necessary to remember that we were warring with the second naval power in the world and when complaints were made that we had taken too many transports or colliers that fact must not be forgotten.

The Admiralty had chartered about one-fifth of the British mercantile marine and with that were discharging all the duties of supplying, fuelling, replenishing the ammunition of the troops, transpiring reinforcements and bringing home the wounded.

Mr. Churchill pointed out: We are not living like the Germans in great naval ports like Wilhelmshaven, but have to be ready for any great emergency. There was no incapacity or inactivity on the part of the Admiralty (cheers). They had to take indispensable precautions to meet emergencies.

Turning to the Army, Mr. Churchill said: It should be remembered that we are supplying an across-the-sea army almost as large as the Grand Army of Napoleon, only vastly more complex in organisation and equipment. He never knew at what hour Earl Kitchener would ask the Admiralty to remove twenty thousand or forty thousand men at short notice. Plans were frequently changed at the last moment, owing to consideration for the safety of the troops and the reinforcement of our Armies. Everything was done throughout to avoid extravagance and the Admiralty welcomed the advice of business men whenever helpful.

Mr. Churchill was afraid he could not hold out hopes of an immediate reduction of the tonnage required by the Admiralty. He testified to the goodwill between the Admiralty and the mercantile marine, which, he said, was indispensable at the present time. Mr. Churchill affirmed that the strain of the earlier months of the war had been greatly diminished by the clearance of the enemy's flag from the seas. The victory of the Falklands was a memorable event, the advantage of which would only be appreciated by those who had a full knowledge of all that had taken place.

The combat of the Dogger Bank, in which the Blücher was sunk and the rest of the enemy escaped into waters infested by submarines and mines, was of the greatest advantage because of the light it threw upon the naval systems of design and relative armaments and gunnery efficiency. This was the first test we had had and it was most encouraging, as it vindicated our theories of design and particularly our big gun armament, always identified with Lord Fisher. The range of the British guns exceeded that of the Germans and our shooting was at least as good as theirs. It had been supposed the Germans possessed a sort of super-efficiency in gunnery, but there was a feeling now that our officers had been too diffident as to their professional skill in gunnery. Everything we have learnt leaves us no doubt of the wisdom and the excellence of our material. Our 13.5 in. gun is unequalled by any enemy weapon and we now have a fifteen inch gun vastly more powerful.

Another remarkable feature of this action was that our ships exceeded their previous speed records. Nothing could show better the excellence of British machinery than the glorious feats of the engine-room branch, or the Admiralty system of repairs and refits all effected with ceaseless vigilance and without exhaustion (cheers).

H.M.S. Kent, a 23-knot vessel, for instance, in the Falklands fight steamed 25 knots and caught the Nuremberg and sank her (cheers). The truth was the navy was as sound as a bell (cheers) and it would be found good, fit, keen and honest. It would be found to be the product of good management and organisation, of sound principles in design and strategy, of sturdy workmen, faithful workmanship, careful clerks and accountants, skilful engineers, painstaking officers and hardy tars (cheers).

It showed all the world that there was no reason to assume that ship for ship and gun for gun, we could not give a good account of ourselves (cheers). It showed that at five to four in representative ships the Germans did not think it prudent to engage, that they accepted without hesitation their inferiority, that they thought only of flight. They were wise in the view they took: no endeavour to sink by official communiques would obscure that cruel fact, but when, if ever, the two great fleets engage in general battle we hope to bring into line a preponderance not only of quality but of numbers which will not be five to four but something considerably greater. We might consider the extra margin an additional insurance against unexpected losses by mine or submarine.

Our naval losses have been 5,500 killed, mainly by submarine. We have killed, mainly by gunfire, an equal number (cheers), which, added Mr. Churchill, was a much larger proportion of the German losses engaged. We have also taken in sea-fighting 82 officers and 234 men as prisoners. No British naval prisoners have been taken in sea-fighting (cheers). For the loss of these precious British lives we have lived through six months of war safely, even prosperously, and established a command of the sea never before known.

Regarding the question of Courts-Martial and Courts of Enquiry, Mr. Churchill emphasised that the circumstances and conditions of modern naval warfare were entirely different to previous experiences. Mine and submarine created entirely novel conditions and presented to naval officers problems of incomparable hazard and difficulty. In these circumstances Courts-Martial would frequently be inappropriate and often even harmful (cheers). Consequently, he respectfully claimed on behalf of the Admiralty absolute discretionary power in regard to the summoning of Courts-Martial and Enquiries and asked the House for their confidence and support during the war thereafter (cheers). He would especially deprecate anything being done tending to make the officers afraid or at the Admiralty play for safety (cheers). "Our Navy keeps the sea, our ships are constantly moving, risks are run every day, valuable ships run risks every day, the enemy is constantly endeavouring to strike, accidents from time to time are unavoidable. How do you suppose that Admiral Beatty's squadron was where it was when the action took place? How many times were the cruiser and battle squadrons of the Grand Fleet steaming over the North Sea, always exposed to the risks of mine or torpedo, before they reaped their reward?" Indeed it was marvellous how few our losses had been (cheers), and the care and vigilance of the Admiralty staff and at the Admiralty would be regarded in history as praiseworthy in the highest degree.

The tasks that were lying ahead were anxious and grave. We were to be the objects of a kind of warfare never before practised by civilised states. The sinking at sight, without search or parley, of merchantmen by submarines was totally novel and unprecedented. It was a state of things that none contemplated before the war. It would have been universally reprobated and repudiated before the war (cheers), but it must not be supposed, because the attack was extraordinary, that a good defence cannot be made (cheers). Losses will no doubt be incurred, but he believed that no vital injury could be done if traders put to sea regularly and acted in the spirit of the gallant captain of the Luertes (cheers).

If they took proper precautions, the losses would be confined to manageable limits. Even at the outset, when the enemy might have been expected to make a greater effort to produce an impression, all the losses could be covered by Government insurance. Then the reply we should make would not perhaps be wholly ineffective, for Germany could not be allowed to adopt a system of open piracy and murder (prolonged cheers) while remaining herself protected by a bulwark of international instruments which she had utterly repudiated and defied and which we, much to our detriment, had respected.

There were good reasons for believing that the economic pressure of the British Navy was beginning to be felt in Germany (cheers). We had restricted imports of copper, petrol, rubber, nickel, manganese, antimony, etc., all needed for the efficient production of war material. The hatred and anger against Great Britain encouraged us to believe that the restriction is proving inconvenient (cheers) and we should redouble our efforts to make it so. Mr. Churchill then, amid loud and prolonged cheers, intimated that further action would be taken by the Allies to prevent the importation of food-stuffs into Germany.

In an eloquent peroration, Mr. Churchill considered that those bearing the stress and strain of war had the right to claim generous and indulgent judgment, the support of their fellow-countrymen and the goodwill of the House (cheers). No doubt new dangers and perplexities would arise yet, but they would not be more serious than those through which they had successfully made their way (cheers) and the British Navy with its sea power would unceasingly dominate

(Continued on page 5.)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED

H.M.S. Kent, a 23-knot vessel, in the Falklands fight steamed 25 knots, caught the Nuremberg and sank her.

Only two small German cruisers and two armed merchantmen remain at large, and they are at present in hiding.

Mr. Churchill says the estimate of the quantity of oil consumed during war proved much larger than the actual consumption.

Mr. Lloyd George has announced that £10,000,000 Russian Treasury Bills have been over-subscribed in the English market.

Mr. Lloyd George has announced that Russia has a war credit in Great Britain to the extent of £40,000,000.

Mr. Churchill says our 13.5 in. gun is unequalled by any enemy weapon and we now have a 15-inch gun vastly more powerful.

Approximately one million British fighting men have been conveyed overseas without, up to the present, any accident or loss of life.

The Dutch Government has intimated to Great Britain its objection to the latter's attitude regarding the use of neutral flags on merchantmen.

During the last three months there have been 4,465 arrivals and 3,800 sailings to and from the United Kingdom, and only 19 vessels have been sunk by above-water craft.

The Dutch Government has addressed a Note to Germany declaring that Germany's grievances against neutral countries are unfounded so far as the Netherlands is concerned.

The Daily Chronicle deduces from Mr. Churchill's speech that two new squadrons of Royal Sovereigns and Queen Elizabeths armed with 15-inch guns, are now in the battle-line.

NEWS.

Further Notes on the Crisis appear on page 4.

This morning's training times are given elsewhere.

Yesterday's interport golf at Farning is reported in this issue.

General news and some interesting war articles appear on page 3.

A further instalment of the article on "Old Hongkong" appears on page 4.

The report of the Humphreys Estate and Finance Co. appears to-day.

"Our Contemporaries" appears on page 2, Commercial News on page 9 and Log Book on page 6.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Italian Grand Opera Co. Theatre Royal.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Italian Grand Opera Co. Theatre Royal.

Frize Distribution Peak School—11 a.m.

Friday, February 19.
Diocesan School Old Boys' Association Smoking Concert—8.30 p.m.

Saturday, February 20.
Humphreys Estate and Finance Co., Ltd.—Annual meeting—11.30 a.m.

NOTICES

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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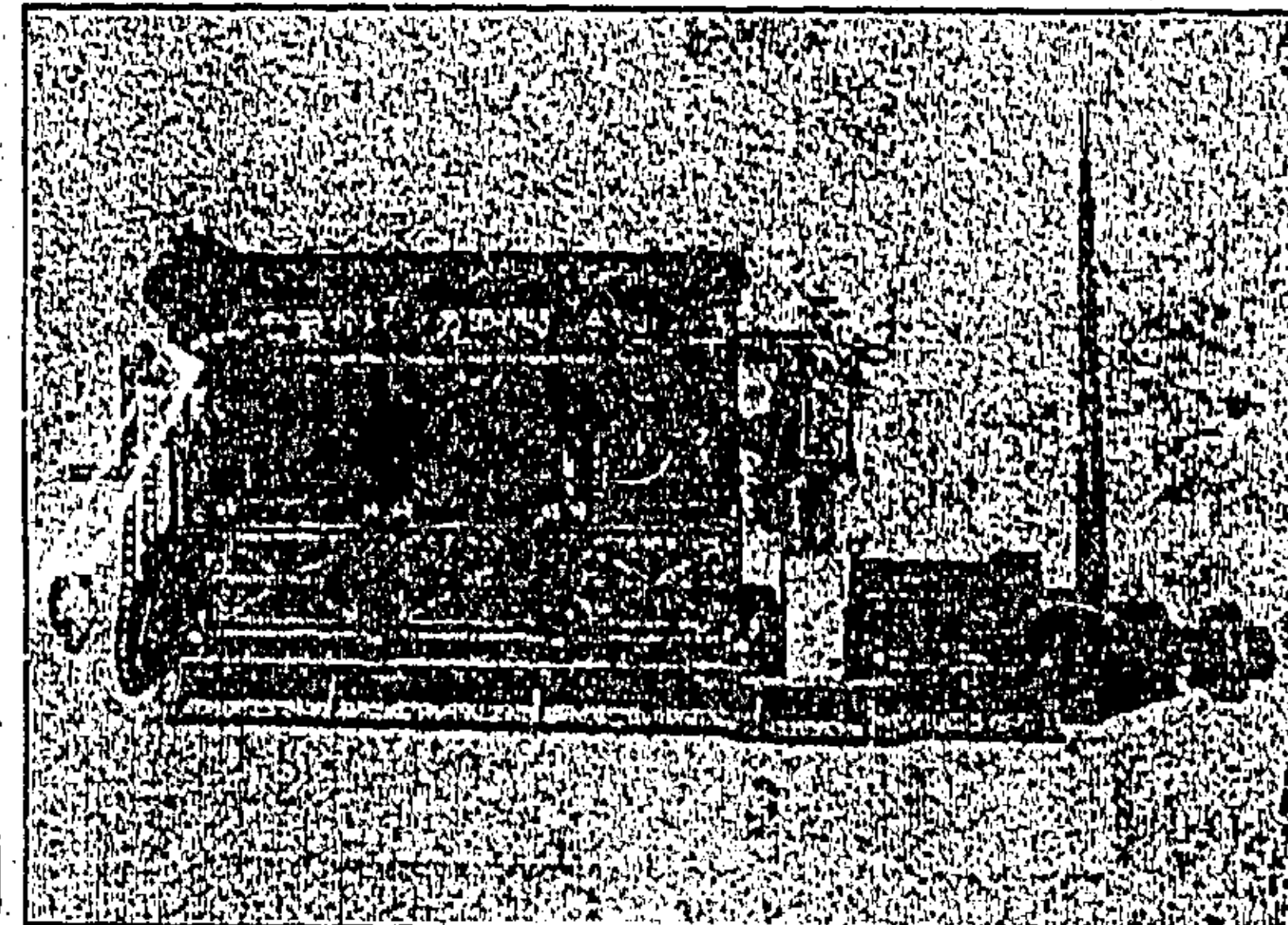
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South China Morning Post.

The North Sea Battle.
Doubtless the men of naval knowledge in Germany have perfectly clear and definite information as to what happened but how the man in the street in Berlin can always be fooled is beyond comprehension. Surely they must by this time be well schooled in the art of discounting British arms. Surely they could not expect to make dashes across the North Sea, damage "fortified places," and get back every time unhurt. At the outset of the war the Berlin Press made a statement somewhat after this fashion: "In view of the superiority of the enemy's fleet which consists of particularly big, fast and well-armed ships there seems little chance for our navy to take the offensive." An eminently logical people like the Germans should follow an admission of this sort to its legitimate conclusion and admit that in the face of such acknowledged superiority, they got off cheap in the latest scrap.

Daily Press.

Patriotic Poetry.

Indeed, the production of literature in a time of great national stress seems almost inhuman, since it requires a detachment from the present which might indicate an unbearable amount of callousness. A philosopher may perhaps be allowed to sit and dream during a thirty years' war, but poetry is not philosophy, however much the latter be contained in the former, since life itself is more than any philosophy of life. Even those who have proved most skillful in the art of war have proved most indifferent poets when they tried to woo the muse. Frederick the Great spent a large part of his time turning out some very indifferent verses in French under the correction of Voltaire, but it is the greatness of the soldiers which has alone prevented them from passing into utter oblivion. Wolfe would rather have written Gray's "Elegy" than have won the greatest victory imaginable, but he confined his poetic fancy to aspiration. If the "real thing" seen at close quarters does not give poetic inspiration we can hardly blame our poets if no poem of victory arises. We must leave it to future ages to justify us and assign the present to the poets.

China Mail.

Maintenance of British Aircraft

Supremacy

There is much to be said at the outset in favour of the exercise of greater secrecy in the matter of technical information. At present, a great deal of work of an important character is done at the public expense which is of the utmost value to the aeronautical constructor, and forthwith it is given complete publicity; one has only to glance through any one of the annual reports of the Advisory Committee to realize the extent to which this is the case. There is, it is true, also a great deal of work which is not published, being considered as of a confidential character. The question arises whether the main body of the work, or at least, some of the more important sections, should not be held back, and treated as confidential for a certain period, possibly one complete year, in order to give our own designers a twelve months' lead. The difficulties in the way of any such scheme are firstly, that to be effective, the first twelve months' output of any new design would require to be met as output from the Government factory; the conditions issued with designs and specifications for tenders, though nominally intended to ensure secrecy, can never be really effective.

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F. O. FRUSTER, Manager.

GENERAL NEWS

Chinese on British Ships—

Another Protest.
Cardiff seamen on 11th ult. passed a resolution renewing their protest against the employment of Chinese on British ships. Mr. Henson, District Secretary of the Seamen's Union, produced evidence that Chinese were signed on at £3 15s against the rate of £6 2s.

Dredging at Moji.

On Christmas Day the dredging of sections 1 and 2 of Moji harbour was completed, there being now 27 feet of water there, sufficient to accommodate steamers up to 12,000 tons. If the work progresses at its present rate, says the *Kobe Yushin*, it will not be long before the whole harbour is ready for first-class shipping.

A Successful Penang Chinese Student.

News has been received from London to the effect that Mr. H. H. Ung, eldest son of Mr. and Mrs. Ung Cheng-san, of Penang, has successfully passed his B.A. examination. Mr. H. H. Ung is studying Civil Engineering in University College, London.

Japan to Send an Embassy to the Vatican.

An interesting piece of intelligence comes from Rome to the effect that a religious order in the Italian capital having a branch in Tokyo has received information that the Japanese Government intends sending an Embassy Extraordinary to the Holy See to congratulate the Pope on his accession to the throne, and to establish diplomatic relations with the Vatican.

Tronoh Man Given a Commission.

Mr. J. H. Allan, of Tronoh Mines, who started for home by the steamer *Troilus*, which was sunk by the *Endeavour*, has been given a Lieutenantcy with the 9th Lincolnshire Regiment, states the *Times of Malaya*. Mr. Oswald Haimes, late of Ceylonese Estate and a son of the Colonial Chaplain, has been gazetted a Lieutenant in the 5th Royal Northumberland Fusiliers.—*Straits Times*.

Returning to China.

The late Chinese Minister Mr. Lew Yau-lin, accompanied by his daughters, left London on 9th ult. on his return to China. Among those at Liverpool-street Station to say good-bye were the new Chinese Minister and Madame Sze, with the personnel of the Legation, Sir John McLeary Brown, Sir Walter Hillier, Sir Walter Langley, Mr. Alston, Mrs. Alston, Mr. C. Peter Sandberg, Mr. P. K. Liang, Dr. A. W. Woo, Mr. A. M. Townsend, and many Chinese students.

Japanese Red Cross.

The Japan Society of New York on 12th ult. entertained at luncheon the members of the Japanese Red Cross who are coming to England to assist the British Society. The Japanese contingent is composed of two doctors, Surgeon Inspector Suzuki and Dr. T. Cahima, 22 nurses under Mrs. Yamamoto and Miss Kiyoko, and two clerks. The contingent is travelling by way of America, and left New York on 13th inst. Japan has also despatched similar contingents to Russia and France.

Kobe Harbour Works.

Of the total area of 63.25 acres, nearly 33 acres have now been reclaimed. An area of 114.7 acres of the sea floor has been dredged for the basins between the quays. The first and fourth of the four piers under construction are already in use, though not yet entirely completed. In the second pier the caissons have all been placed and a commencement made with the masonry work to be built thereon. The work of placing the caissons in the third pier is also more than half completed. Landing stages have been completed to a total length of 336 yards; roads to the extent of 626 yards, and a quarter of a mile of railway are also finished. Of the 59 cranes contemplated, only four have so far been erected, all on the western jetty. Work on the outer breakwater, forming the harbour limits, has been completed for 288 yards. The works have, on the whole, scarcely made as much progress as was anticipated, and it is to be feared that the new Ambassador to Italy, concerning the exchange of prisoners carried out will to some extent postpone this date of completion. Cardinal Mercier are denied.

NOTICE.

JUST RECEIVED NEW RECORDS AND VICTROLAS

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CIVILIANS IN WAR TIME.

Text of Lord Parmoor's Bill.

Lord Parmoor's Bill to amend the Defence of the Realm Consolidation Act, introduced into the House of Lords, is now printed. The preamble describes the object of the Bill to be "to amend the Defence of the Realm Consolidation Act, 1914, and to restore to civilians their right to be tried in the ordinary civil courts."

These objects are set out in the enacting clause as follows:—
Notwithstanding anything contained in the Defence of the Realm Consolidation Act, 1914, or any Act incorporating, amending, or repealing that Act, or any regulations made thereunder, no person not at the time of the alleged offence subject to military law within the meaning of the Army Act, 1881, who has committed, or is alleged to have committed, any offence which is punishable by the law of England, and is within the jurisdiction of the criminal courts, shall be liable to be tried for such offence under the Defence of the Realm Consolidation Act, 1914, or any Act incorporating, amending, or repealing that Act, or any regulations made thereunder.

Lord Parmoor is the well-known King's counsel who sat so long in the House of Commons as Sir Alfred Cripps.

CARDINAL MERCIER'S CASE.

The German Explanation to the Vatican.

Rome, January 8.

The German Government has given the Vatican an explanation of its treatment of Cardinal Mercier, in which it is declared that there is absolutely no foundation for the assertion that he was ever arrested or even confined to his own palace or prevented from leaving it. The communication adds that the German authorities "entrusted with the most delicate and difficult task of maintaining order and convincing a hostile population of their sincere desire for their good," simply addressed to Cardinal Mercier a most deferential request that he should abstain from any attitude which, by compromising the accomplishment of their duty, would ultimately involve serious risk of harm to the population itself.

In taking this course, the explanation proceeds, the German authorities intended also to fulfil a Christian principle which must be especially dear to ministers of the Church—namely, to avoid the shedding of blood, since anything likely to lead even indirectly to agitations, risings, and tumults might render necessary severe measures on the part of their troops for the restoration of order. Reports circulated regarding an interview between Cardinal Gasparri and Prince von Bulow, the new Ambassador to Italy, concerning the exchange of prisoners carried out will to some extent postpone this date of completion. Cardinal Mercier are denied.

BRITISH LANDING FEARED.

Strong German Defences Prepared.

A correspondent, writing from the Dutch frontier, describes in the *Times* the elaborate preparations made by the Germans at Zebrugge and the North Belgian coast in anticipation of a possible British landing.

The defences comprise, in the first place, the harbour mole at Zebrugge, about 2,275 yards long, at the end of which stand eight guns, muzzles pointed seawards. Immediately north-east along the coast there follow the locks, the fishermen's harbour, and the mouths of the canals—Schiplouck's Canal and Leopold's Canal. This place is called *Sas van Heyst*. Guns are also mounted here, trained on Zebrugge and the entrance to the harbour. Along Zebrugge Dike there is a row of empty houses. The windows are blocked up with sacks, and behind them are machine-guns.

Guns on Tennis Court.

East of Heyst there is a tennis-court, built of concrete, with two guns of 28-cm. mounted on it. One gun is pointed seawards and one to the south-east, towards the Dutch frontier. These guns are protected against bombardment from above.

The force occupying Zebrugge—Heyst—Knocke amounts altogether to about 5,000 men—marines, infantry, and *Deutscher Heer* Hussars. The force at Knocke alone numbers about 1,000 men.

At Knocke there is no heavy artillery, but there are about ten machine-guns. It is evident, therefore, it is on Zebrugge that the defence is particularly concentrated. Other measures are adopted for the Dutch frontier. The Germans have blown up most of the bridges of the Leopold's Canal, which runs parallel with the Dutch frontier.

Trenches have also been made in all directions, and there is a defence line along the Netherlands frontier to meet any attack from the Scheldt.

National Relief Fund.

The following are amongst recent contributions to the National Relief Fund:—Singapore and the Straits Settlements, £25,000; British subjects resident on the East Coast of Sumatra (second contribution), £300; British ladies of Manila, Philippine Islands, £200.

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"EILANDONAN" No. 54 Mount Kellett Road, 5 rooms, unfurnished from 1st March.

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"SHORNCLEIFFE" Garden Road to let furnished, (6 rooms).

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"HONGKONG TELEGRAPH."

BIRTH.

BEVAN.—On the 12th February, at Perth, W. A., to Mr. and Mrs. W. S. Bevan a daughter (premature).

DEATH.

BEVAN.—On the 14th February, at Perth, W. A., Mabel, the dearly beloved wife of W. S. Bevan, E. E. Telegraph Co., deeply regretted. Manila and Singapore papers please copy.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, FEBRUARY 17, 1915.

THE U.S. SHIPPING PROBLEM.

It is an anomaly which has been frequently commented upon that, in spite of the fact that she has enormous stretches of coastline and that she claims a big share of the world's trade, America possesses so small a mercantile marine that it is, to all intents and purposes, of no account whatever. This fact is all the more striking when it is borne in mind that commercially and industrially the nation is keen, alert and enterprising to a degree such as few other countries are. The zeal and energy of her business men have not, however, spread into shipping circles. That point is being brought forcibly home just now, and, just as Britain sees the opportunity which the war is providing for new openings in world trade, so in the United States a strong movement has been set on foot to profit by the disappearance of German shipping and make a beginning with the building up of an American mercantile fleet.

The recent introduction into the Senate of the Ship Purchase Bill was part and parcel of this movement, for we note that it has been officially described as a measure to meet "a critical emergency." In the course of the discussions on this Bill, it was objected in some quarters that the necessary ships could not be purchased, but the spokesman for the Administration, Mr. McAdoo, has replied to this point by remarking that they could be built, and that the Shipping Board would "give large orders" to the shipyards to "encourage" them. The problem, however, is one which is not by any means easy of solution. It is admitted that it is an emergency which has to be met, and, that being the case, swift action is called for. Mr. McAdoo's plan, however, involves considerable delay. To pass the Bill to organise the shipping corporation, to find the people who will take up the stock which the Government will not subscribe for—49 per cent., apparently—to decide on the type of vessels to be constructed, and then to get them built, would mean the lapse of a very considerable period. It would very probably be eighteen months or two years before the new Government ships would be at the service of American exporters. But by that time who can say that the added ships would be needed? The "emergency" might then have disappeared entirely.

The difficulties in the way are added to, also, by political factors, the chief of these being the danger of creating international friction if purchase of German vessels is contemplated, for, however fair and square America may desire to act on the matter, the problem bristles with thorny points. So it will be seen that it is a hard matter for America to make up her mind. And she will probably see before very long that it is of little use to apply jerky and impetuous methods to conditions which require long and careful study and sustained effort.

Managing the Filipinos.

A San Francisco paper credits Mr. N. W. Gilbert (whom many Hongkong people remember as Vice-Governor of the Philippines) with some shrewd remarks on the discontent evinced from time to time by the natives of the Islands. "The gentlemen in charge there," he says, "are excellent men, who unfortunately, when appointed to their positions, were utterly ignorant of the situation."

To retain the responsibility of government without exercising the power, can lead to nothing but disaster. This comes from a man who knows far more about the requirements and peculiarities of the Far East than President Wilson's Government will ever know. To our way of thinking, Mr. Gilbert hits the nail full and squarely, particularly in his observation as to responsibility and power. Men like himself, or like ex-Governor Forbes, know well that, if a nation is to be a successful coloniser, it must be prepared to creep and not to rush. The unfortunate Filipinos were beginning—just beginning—to realise that their best policy was to bow to a kindly firmness when, by a change of Administration at Washington, all the firmness was removed, leaving nothing but the kindness. We believe that every American who knows the Orient will agree that a policy of sentimentalism, shilly-shallying and half-and-halfness can bring nothing but trouble in the Islands, both to rulers and to ruled.

H. G. Wells and "G.B.S."

It is always diverting to watch the breaking away of disciple from teacher. H. G. Wells has been expressing his opinion of Mr. Shaw, and those who remember the days when Wells was a loving pupil of G.B.S., and the early-headed boy of the older Fabians, will read with some enjoyment his summing up of his old master. Says Mr. Wells:—"He is an activity, with a restless passion for attention. Behind that is a kind of jadedness of heart of other people's notions. There is much from Samuel Butler, scraps of pseudo-philosophical phraseology from the old Hammersmith economists, worn fragments of Herbert Spencer, some Nietzsche, shreds of theosophy and current superstitions, cotton-sweepings of all sorts and some advanced rubbish. It is just this incoherent emptiness, combined with an amazing knack of fluent incoherence, which gives him his advantage in an irresponsible attack."

A Clear Delineation.

And so on. Readers who have followed Mr. Shaw—not in his play-writing moods so much as when he is bent on "philosophical," sociological or political argument—will feel that, if his former disciple has been a little unmerciful and "brutally frank," he has at least not strayed so very far from the truth in his delineation of this extraordinary character. The hardest thing, surely, for a man to bear, who plumes himself on his originality, is the charge of cribbing; and this is not the first time, either, that such a disaster has fallen to the lot of G.B.S. If we remember rightly, the *Daily Telegraph's* dramatic critic once ventured so far as to question the originality of some of the ideas in a Shavian play; but that is neither here nor there. It has often seemed to us that if Mr. Shaw could or would write an absolutely candid autobiography, it would have to contain the admission that his thought-life, instead of having any continuity about it, has been a succession of jumps and patches; so that to-day his brain must be dangerously near to being one grand muddle, as described above. If he were capable of detachment (but we fear he is too set and old now) and could rivet his mind for seven consecutive days on one theme alone—be it politics, the drama or no matter what, we believe that he has it in him to leave behind greater work than Wells can ever hope to do. But unhappily it is far more likely that his brain will remain a jumble-sal to the end, and that, in fifty years' time, his name will be forgotten—which, having regard to the underlying power that is the man, seems somewhat of a tragedy.

DAY BY DAY.

ALL WHO JOY WOULD WIN
MUST SHARE IT—HAPPINESS
WAS BORN A TWIN.—Byron.

The Weather.

Lower level 8 a.m. Temp. 50; overcast.
At the Peak 8 a.m. Temp. 51; slight rain.

Count the Columns.

Yesterday the *Telegraph* published 33 columns of solid reading matter. To-day there will be 33 published.

The Mails.

American and Siberian Mails—Closed per s.s. Mongolia to-day at noon.
Siberian Mail—Closes per s.s. Yingchow to-morrow at 3 p.m.

Up to the Minute—Share

Market News.

Closing prices:—
Shells.—85/-.
China Sagars.—\$110, buyers.
Rauhs.—\$3.40, sales.
Kowloon Lands.—\$41.
Shanghai Cottons.—Tls. 841-2, buyers.

The Dollar.

The rate of the dollar on demand to-day is 1s 9.3-10d.

Returned.

Mr. Henry Humphreys returned yesterday by the *Shinyo Maru*.

Dr. Wu Ting-fang.

Dr. Wu Ting-fang was among the passengers arriving by the *Shinyo Maru* yesterday.

Macao Excursion.

On Sunday next the s.s. *Tai-shan* makes an excursion run to Macao, returning from the Portuguese Colony at 2 p.m.

Overcoat Stolen.

Mr. A. A. Clifton, of 3, Duddell Street, has complained to the police that some person stole an overcoat belonging to him, valued at \$55, from the annex of the Hongkong Club.

Pointsman Assaulted.

Mr. Haslett, of the Kowloon Canton Railway, has reported to the police that a pointsman engaged on the railway has been assaulted, receiving injuries which necessitated medical treatment. An arrest in connection with the matter has been made.

Serious Robbery.

A case of alleged robbery with violence has been reported from Kak Hang village. According to the statement of a fisherman living there, three men entered his house early in the morning and assaulted himself and his nephew. They went away, but two hours later returned, and, after beating the complainant's wife with pieces of wood, stole twenty dollars in subsidiary coin. Three arrests have been made.

Victoria Theatre.

The Victoria Theatre has a remarkable film showing this week: "The Pride of the Circus," which depicts unfaked wonders without end. The McClements finished their engagement last night, and we understand that the next artistes expected are the celebrated Russian Lilliputian Troupe, who are due to arrive in the Colony soon. The Victoria has, we are informed, secured, from March 1, the sole rights in the Colony for Messrs. Pathe's pictures.

A Coming Lecture.

An invitation is extended to those of our readers who are interested in scientific experiments to attend a lecture at the Hongkong University on Tuesday next, February 23, when Prof. A. G. Warren, B.Sc., will demonstrate and explain various phenomena concerning "Colours." Ladies should be especially interested in the experiments, which show how two colours, when combined, form a third and also how white is a combination of various colours. The lecture will commence at 8.30 p.m. and is to be given in the great hall.

NOTES ON THE CRISIS.

TWO GREAT SPEECHES.

How We Are Dealing with Extraordinary Conditions.

Britishers and the Allies generally will assuredly find much food for comfort and assurance in the great speeches delivered in the House of Commons by Mr. Churchill and Mr. Lloyd George. The one shows to what a high state of efficiency our Navy has attained and reveals the magnificent work it has done and is doing, while the other indicates the wonderful manner in which the Allies are co-operating so far as financial and other matters are concerned. In this hour of stress and trial—the most critical through which the respective nations have been called to pass—we find each and all dovetailing their schemes for the successful pursuit of the war in such a way that there shall be no waste or overlapping and that the maximum results shall be secured from the fusion of their resources. Of narrow-mindedness, jealousy or misunderstanding there is none—all are united in a common cause which makes its appeal as much to one nation as to another. That is the spirit which is to win the war for the Allies.

Hope for the Future.

The statement made by Mr. Churchill is full of fact and figure, praising the work so far accomplished by our great and virile Fleet and providing ground for much hope in the future. For one fact stands out above all others—namely, that our naval strength is growing rather than diminishing; hence it may be assumed that the record of the past six months will be more than maintained. To put it in another way, the task which lies before us on the seas is not nearly so great as it was when war first broke out, whereas we are now in a better position than ever we have been to meet all demands that are made upon us. It is true that there are new phases of enemy activity to be encountered which will call for great vigilance, on the part of our Navy—methods of warfare which, as Mr. Churchill says, would have been universally reprobated and repudiated before the war. But one cannot help noticing the under-current of confidence which characterises Mr. Churchill's declarations on this aspect of the crisis.

Our Adaptability.

The First Lord of the Admiralty makes a good point when he says it must not be supposed that because the attack is extraordinary a good defence cannot be made. Our Navy has shown that, above all else, it can adapt itself to conditions, and we have already been given a very good idea of the way in which we intend to apply extraordinary remedies to extraordinary problems. In the first place, our Navy is being entrusted with the work of seeing to it that our enemies shall not enjoy the uninterrupted supply of foodstuffs from neutral vessels which they have in the past. And the restrictions which we are imposing are already being keenly felt in Germany, witness the anger and hatred displayed towards us and the frantic steps which are being taken to endeavour to stir up bad blood between us and certain neutral nations. Then, too, the recent attack by our seaplanes and airships on the enemy's submarine bases along the Belgian coast shows that we do not intend allowing the enemy to have matters all his own way. Look at matters as we may, there is every reason why we should contemplate the future with high hope and confidence.

Japanese Official in London.

Mr. Okabe, Secretary of the Japanese Embassy, and M. Okabe, the son-in-law and daughter of Baron Kato, formerly Japanese Ambassador in London, have returned to town from Bournemouth, where they spent the Christmas and New Year vacation.

OLD HONGKONG.

Land Tenure and Overcrowding.

(Continued from Saturday)
It was in 1886 that the start was given to the scheme which eventually saw the harbour front improved to its present condition. It started with the appointment of a Commission to enquire into and report upon the system of leasing or otherwise disposing of Crown lands, and upon means that could be adopted to check overcrowding in more thickly populated parts of the City. There is much of irony in the statement of the third task of the Commission, for, if it did discuss means of stopping overcrowding, the flower of its brains was "born to blush unseen," for if anything was done towards the prevention of congestion in some of the portions of the City which are notorious for overcrowding, the reform was as transient as many another that has been evolved on this island. The following year the Commission presented a report and gave a most elaborate account of land tenure in the Colony. To meet the burning question of the day, it was suggested to increase the amount of land at the disposal of the Crown by reclamations along the Praya and by the removal of the Military and Naval establishments and certain public buildings from the centre of the town. The reclamation is now an accomplished fact. A large area of land was opened for disposal, and some fine buildings have been erected on it, but whether overcrowding has been relieved by this means is a question for which there is only one answer, and that in the negative. However, the appearance of the city has somewhat improved since the land Commission suggested the provision of a doorstep for the Colony.

"Squeeze."
It is to be supposed that if all the wrong-doing that took place in Hongkong were disclosed it would make interesting if unpleasant reading. Hongkong at one time was notorious for "graft," and in 1886 a systematised extortion from gambling joints was unearthed. The active loking during his periods on duty, when propping up the street corner and dozing the hours away, conceived the opening up of fruitful ground for squeeze, and the gambling brotherhood became the object of much cultural attention. It became over-cultivated, when fifty-three linkongs had raised the brotherhood to the elevation of a weekly pay-day, and one of them, who found the burden more than he could bear, reported to the Police, and, as a result, the force was purged of over fifty men who had reduced squeeze to a finer art than is usual with the Chinese.

Not Enough Pork.
Talking of the Police, leads our thoughts again to the gaol. It would have done the heart of Charles Lamb good to have been alive in Hongkong at times. There were, and are, subjects that can only be dealt with by such a pen as his, and one chuckles at the imagination of Charles Lamb dealing with a strike in Hongkong Prison because there had been a decrease in the ration of pork. That the convicts ever received pork seems strange enough in all conscience, but that it should ever have been large enough to have called for a decrease throws an interesting light on the benefits accorded criminals in Hongkong. It is possible, though it does not appear to have been officially noted, that the decrease in crime corresponded with the decrease in the ration of pork, though the immediate effect of the latter was the administration of flogging with the rattan for some fifty-four prisoners.

(To be continued).

Ju-Jitsu in London.
A meeting to inaugurate a Ju-Jitsu Corps, to be affiliated to the Central Association of the Volunteer Training Corps, was held at Swiss House, E.C., on January 9. Lord Desborough, president of the Central Association, wrote and apologised for his absence. A number of letters from men desirous of joining the organisation was read, and ultimately the meeting was adjourned.

TRAINING NOTES.

This Morning's Gallops.

The rain literally poured down at 4.30 this morning, and though for nearly an hour after daylight it cleared (if it returned again just when many gallops were expected. At first the going was good, but later in the morning the turf was more holding.

The times recorded were:—

Canadian Chief (Moller) 3/4m.
37.1-11, 1-42.2/5.
Gamerster (Ezra) 1.1/4m. 34.
1-08, 1-43, 2-17 2/5, 2-50 2/5.
Ideal Dahlia (Boy) 1m. 37.
1-14 1/5, 1-49 2/5, 2-22 1/5.
Mascotte (Boy) 1 1/4m. 34, 1-08.
1-44, 2-10 4/5, 2-50 4/5.
Amphfield (Johnstone) 1 1/4m.
44 4/5, 1-25, 2-08 2/5, 2-44 4/5,
3-17.
Aldwych (Vida) 1m. 35.2/5,
1-10 4/5, 1-44, 2-14 1/5.
Moffat (Boy) 1m. 41, 1-20 4/5,
1-59 1/5, 2-32.
Perhaps (Ezra) 1.1/4m. 40.
1-13 1/5, 1-48 3/5, 2-24 1/5,
3-32 2/5.
Wild Cat, (Boy) 1 1/4m. 40.
1-13 2/5, 1-48 3/5, 2-34 1/5,
3-33 3/5.
President (Boy) 1m. 40, 1-19.
2/5, 1-55 3/5, 2-27.
Majestic Dahlia (Burkill) 1m.
36.1/5, 1-12 2/5, 1-46 4/5, 2-16 3/5.
Loch Mab-n (Johnstone) 1m.
42, 1-22 2/5, 2-00 4/5, 2-38,
3-10.
Sir Galahad (Knoll) 1m. 35.
1-09 2/5, 1-44 1/5, 2-10 2/5.
Sunstar Dahlia (Vida) 1m. 36.
1-09 3/5, 1-42 3/5, 2-13.
Tailor 1 1/4m. 35, 1-10 4/5.
Flame Dahlia (Boy) 1m. 36.3/5,
1-13, 1-48 1/5, 2-22 1/5.
Scottish Chief (Moller) 1m.
39 2/5, 1-15 3/5, 1-50, 2-22.
Neptune 1m. —, —, 34,
1-08 4/5.
Byard (Heard) 1m. 38.2/5,
1-17 3/5, 1-53 1/5, 2-25 4/5.
Dreadnought Dahlia (Burkill),
1m. 36.1/5, 1-10 2/5, 1-44, 2-16.
Coronet (Boy) 1m. 35.3/5,
1-10, 1-46, 2-18 4/5.
English Chief (Boy) 1m. 37,
1-16 1/5, 1-49, 2-20.
Annan (Johnstone), 1 1/4m. 42,
1-21, 1-59, 2-34 4/5, 3-05 1/5.
Ploughboy (Boy) 1m. —, 40,
1-17 2/5, 1-50.
Sr. Calidore (Knoll) 1 1/4m.
30 4/5, 1-14 2/5, 1-48 1/5, 2-22 4/5,
2-55 1/5.
Mad Eve (Boy) 1m. 37, —,
1-51, 2-27.
Triumph Dahlia (Vida) 1m.
34.2/5, 1-08 2/5, 1-41, 2-12 4/5.
Perfection Dahlia (Burkill)
1.1/2m. 38.3/5, 1-14 4/5, 1-49,
2-24 1/5, 2-57 1/5, 3-30 1/5.
Whamphray (Johnstone) 1m.
40, 1-17, 1-52, 2-24.
Sailor joined above for last half.
Black Jem (Knoll) 1m. 37,
1-14 2/5, 1-52 1/5, 2-25.
Tinkr 3/4m. 35, 1-09 2/5,
1-42 3/5.
Irish Chief (Moller) 1m. 36.3/5,
1-13 2/5, 1-50 1/5, 2-21.
Saxon Chief (Boy) 1m. 36.3/5,
1-13 2/5, 1-50, 2-21.
Welsh Chief (Boy) 3/4m. 36.3/5,
1-11 2/5, 1-43 2/5.
Duke Dahlia (Vida) 1m. 36.4/5,
1-11 3/5, 1-46 1/5, 2-16 3/5.
Beastock (Johnstone) 1m. 38,
1-15, 1-51, 2-25.
Liberty Dahlia (Burkill) 1m.
35.1/5, 1-11, 1-45 2/5, 2-16 3/5.

FOR BELGIAN REFUGEES.

Another Successful Concert at the Italian Convent.

A second concert in aid of the Belgian refugees was given yesterday evening at the Italian Convent. There was a large attendance and all present expressed their appreciation of the splendid efforts of those who took part. As on Monday, the Children's Band proved an exceedingly popular number. Every item on the lengthy programme appealed to the audience, and one is bound to feel that the very greatest credit is due to the performers and to those who organised so entirely successful an affair. The names of those who took part were published in our Extra of yesterday.

LEAGUE FOOTBALL.

Matches for this Week.

The following League matches have been arranged for this week:—

To-day.—Diocesan v. St. Joseph's College (H.K.L.I.), Club Ground, 5 p.m. Mr. F. W. Eager.
To-day.—U.G.A. v. Police (U.S.L.), Military Ground, 4 p.m. Mr. F. W. Wright.
Saturday.—R.E. v. R.G.A. (U.S.L.), Military Ground, 4 p.m. Mr. F. W. Eager.
Saturday.—Club v. N.A. v. U.S.L.), Club Ground.—4.30 p.m. Mr. A. A. Wilson.
Saturday.—Lam Liang v. Lusitano (H.K.L.I.), Military Ground, 2.45 p.m. Mr. E. Tyler.
Division II.
Club. P. W. L. D. F. A. P. S.
Diocesan 7 2 1 1 5 0
St. Joseph's College 4 4 0 0 1 8
Lam Liang 5 4 1 0 11 0 8
Lusitano 5 2 2 1 11 7 5
Diocesan 4 1 2 1 2 0 3
Lusitano 4 1 3 1 5 0 3
University 3 0 3 0 0 5 0
Lusitano 3 0 3 0 0 13 0

"LA TRAVIATA"

A Magnificent Performance Last Night.

From the "La Traviata" which has been a great success since its first performance, it is not surprising that it has been arranged to be performed again. The opportunity which the visit of the Italian Opera Company is providing for the enjoyment of a class of music which is so rarely heard in the colony. Not only was all the available seating accommodation occupied, but patrons were willing to pay for standing room, while scores were turned away, unable to gain admission.

The attraction was Verdi's "La Traviata," based on Dumas' well known play, "La Dame aux Camélias." This opera, though not so popular as other Verdi's, is a masterpiece of haunting melodies, and is more within the scope of a small company than others which could be cited. It was presented in a manner which was a tribute to the capabilities of the performers, whose efforts came in for the warmest possible acknowledgment by the audience. The solos and duets were magnificently sung, while the acting was always clever and for the most part is not a large one, and his part enabled the manager to apportion the parts in such a way that each and every one of the characters were in the limelight. Chief praise falls to Mile. Gonzalez, who took the role of the unfortunate Violetta. She possesses a soprano voice of wonderful clarity and flexibility, and she used it to the full in the interpretation of tragic and finer emotions alike. Her acting, too, was the work of a real artist. All her work, in fact, was stamped with superiority, and the audience was not slow to recognize her merits. The part of her lover, Alfredo Germont, was taken by M. Dagrati, who had more scope for his talents than when playing on the previous night. He reached a higher mark in his acting, while he sang with great passion and force. The duets in which these two were associated were magnificently given. Of the other characters, a word must be written of M. Belloni, who, as Alfredo's father, scored a great success. Few will forget his acting in the scene in which he pleaded with Violetta to release his son from his promises, while the manner in which he used his rich baritone voice will also long be remembered. The other parts were taken by Mile. Morganti, as Flora, who revealed a voice of much culture; and M. Barontini, as Gastone, and M. Padovani, as Baron Douphol, both of whom did all that was required of them. The choral work was of a high order, while the orchestra did most sympathetic work all through.

To-night the Company presents a double bill—"Cavalleria Rusticana" and "Pagliacci"—old favourites which are sure to be much enjoyed.

LATEST WAR TELEGRAMS.

(Continued from page 1.)

the general situation. It would be the main, unfailing resource of the allied nations, while progressively paralyzing the fighting energies of their antagonists. It could even, in default of other favourable causes, ultimately by itself decide the issue of the war (loud cheers).

Mr. Lloyd George's Great Speech.

Feb. 15, 8.5 p.m.
Mr. Lloyd George, continuing his speech regarding the arrangements between the three Ministers of Finance at the recent conference in Paris (part of which appeared in our issue of yesterday) said Britain and France were the two richest countries in the world and the great bankers of the world. We are able to pay our huge expenditure on the war for five years, allowing a substantial sum for depreciation, out of the proceeds of our investments abroad. France was able to carry on the war for two or three years at least out of the proceeds of her investments abroad and both countries still have something to spare to advance to their Allies. This was the most important consideration at the present moment, when the Allies were fighting the whole mobilised strength of Germany with perhaps less than one-third of their own strength. The problem for the Allies was to bring the remaining two-thirds of their resources into the fighting line at the earliest possible moment. This was largely a question of finance. Russia was in a different position to either Britain or France. She was prodigiously rich in natural resources, and had a great and growing population which was virile and industrious.

Nevertheless, the whole French nation possessed wonderful confidence (cheers). Every visitor to Paris was impressed with the calm and serene courage supposed to be incompatible with the temperament of the Celt (laughter). It was the general assurance that the Germans had lost their tide, that now the German arms had a remote chance of crushing France as they had of over-running the planet of Mars (loud roars). Their feeling pervaded every class of the community and was reflected in the money market, where difficulties were passing away and the arrangements made for raising money to promote military enterprises would be crowned with complete success (cheers). There were, however, a number of small States who were compelled to look to the greater Allies for financial support. There was Belgium, until recently a very rich country, now devastated, and isolated. We had to see that she did not suffer (cheers) until the period of her restoration came and compensation (loud cheers).

There was Serbia with as large a population as Ireland fighting with great force within two years—fighting with great force, courage and brilliancy (cheers), but with no wealth, no revenue, no exports and hardly any manufactures.

There were also other States preparing for war (cheers). It was obviously to our interests that they should be well equipped. Then Britain herself had her own special difficulties. Two-thirds of her food supply was purchased from abroad. Enormous quantities of raw material were absorbed in the war equipments of our ships with war transport. We had to purchase from abroad for war purposes and to create enormous credits to enable other countries to do the same.

Mr. Lloyd George emphasised that there was no danger, but in a conference such as was held in Paris they could not overlook the fact that great vigilance must be exercised. We had effectively mobilised the financial resources of the Allies so as to be of the greatest help to the common cause, and Great Britain was still undoubtedly the best market in the world.

In such a great war all the Allies must bring all their resources into the common stock (cheers). The country having more men ready with guns, rifles and munitions must bring them against the common enemy even though others were unable to make a similar contribution. The same thing applied to the country with the larger navy or the country with more money (cheers). That was the principle upon which the conference at Paris worked. We decided that each country should raise money in its own markets as far as conditions allowed, but if any country needed help for outside purchases, those best able to do so would render assistance. The only exception was that Great Britain, France and Russia should contribute proportionately to every loan made to the small States.

We have already advanced thirty-two millions sterling to Russia for purchases here and elsewhere. Russia had also shipped eight millions sterling in gold to Britain. Thus Russia had a credit in Britain to the extent of forty millions sterling. France had also made an advance in respect of Russian purchases in France. Russia, it was estimated, would still require considerable credits for purchases outside Russia. We, however, have made arrangements for the export of Russian grain during the next few months (cheers). Then, there would not be the same need to borrow. The two Governments had decided to raise the first fifty millions in equal sums on the French and British markets. That would satisfy Russian requirements for some considerable time, and the Allies would consider the question of further advances according to the position of the money markets. We gave a guarantee to Russia that she need not hesitate to give orders for any purchases necessary for the war (cheers). Britain had anticipated that by the time the first advances were made the military position would be distinctly improved both in France and in Russia.

Mr. Lloyd George announced, amid cheers, that ten million sterling in Russian Treasury Bills had been over-subscribed in the English money market. This, he said, was a very good omen concerning relations with Russia after the war—that the first great Russian loan was a complete success (cheers).

The Allies had an exceptionally strong gold position. Russia and France had great reserves and Britain's was the largest in the history of the country (cheers). The collapse of the rebellion in South Africa ensured us a large and steady supply. Nevertheless, we made arrangements at the Paris conference whereby, if our stock of gold is diminished beyond certain points, the bankers of France and Russia will come to our assistance.

We also made arrangements whereby France had access to our markets for Treasury Bills issued in France and we initiated arrangements to help to restore the exchange in respect of bills held in this country against Russian merchants. We proposed to accept Russian Treasury Bills against Bills of Exchange due from Russian merchants, and the Russian Government in return would facilitate the export of produce of every kind required by the Allies. This, he thought, would be one of the most fruitful parts of the arrangement.

Mr. Lloyd George concluded by emphasising what results a three days' conference face to face could achieve. Misconception and misunderstanding were cleared away in a second which otherwise would take weeks to remove. It was, he said, their opinion that these conferences might profitably be extended to other spheres of operation.

DAIRY FARM NEWS.

FISH.

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AVENGING AN INSULT.

Offensive German Crew Have a Lively Time.

Not all the humorous war stories come from the trenches. Here is a true one from the Pacific Coast of South America. It is told by a Cardiff marine officer. At a small port there were moored in juxtaposition four steamers, British, French, Russian, and German. One day there came news of the German naval victory off the Chilean coast, in which the Good Hope and the Monmouth were lost.

No time was lost by the German crew in giving pantomime evidences of delight. Presently the captain became grossly offensive. He produced the English, French, and Russian flags, laid them on his gangway, and invited the shore people to walk over them. He himself leant over the rail with gloating mien, and spat upon the flags. Signals began to pass between the other three ships, and, after a while, a boat-load of men from each of them set off towards the German vessel. The Britons got there first, and the fun on the German deck was fast and furious.

"I am happy to say," observes the young Cardiff officer who sends the story home, "that I got on in on the German captain's nose, but our skipper, who was following up behind, landed him a glorious right-bander on the point, and down that Teuton captain went for a count that was a long way over ten." Worst of all in the combat, the Germans complained to the police, and next day every man in the raiding crews was fined a sum equivalent to 18s.

"It was the cheapest bit of fun I ever had at the price," says the Cardiff officer.—N.C. Daily News.

Singapore Mortality Returns.

The mortality returns for Singapore issued by the Registrar of Births and Deaths show that, during the week ending January 30, there were 231 deaths (171 males, 60 females), giving a ratio per mille of population of 35.48. Malarial fever accounted for 45 deaths, phthisis 29, convulsions 23, beriberi 24, bronchitis 14, dysentery 10, pneumonia 10. Forty-one children under three months of age died. The principal causes were represented as follows:—European 1, Eurasians 3, Chinese 171, Malays 35, Indians 17.

TO-DAY'S ADVERTISEMENT.

HONGKONG JOCKEY CLUB.

PASSES for servants will be issued on application to the Undersigned on SATURDAY, the 20th February.

No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days. WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 17th February, 1915.

TO-DAY'S ADVERTISEMENTS.

HONGKONG JOCKEY CLUB.

RACE MEETING 1915.

MONDAY, TUESDAY,
WEDNESDAY & SATURDAY
(OFF-DAY).

22nd, 23rd, 24th & 27th February.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. Kelly & Walsh Ltd., or at the Gate. Price 7/ for the Meeting (excluding the Off-Day), or 3/ per day. Tickets for the Off-Day, 2/.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate. N.B.—NOTICE IS HEREBY GIVEN that a large proportion of the Receipts accruing to the Club will be donated to the PRINCE OF WALES' NATIONAL RELIEF FUND. A Grant will also be made to the Hongkong Ladies' Benevolent Fund to assist in meeting cases of distress caused by the War.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 17th February, 1915.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.

A Stand and Enclosure will be reserved for Members' Wives and Families, Tickets for which are being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 17th February, 1915.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
From GLASGOW, LIVERPOOL and STRAITS.

The Steamship "LENNOX"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 10th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 9.30 a.m.

No Fire Insurance has been effected.

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Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	17th Feb.	20th Feb. at noon.
CHANGSHA	25th Mar.	6th April.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service—Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

The steamers have excellent saloon accommodations for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, Feb. 6, 1915.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. and CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 17th FEBRUARY.

5.30 p.m. Kinshan. 5.00 p.m. Fatshan.

THURSDAY, 18th FEBRUARY.

8.00 a.m. Honam. 8.00 a.m. Heungshan.
5.30 p.m. Fatshan. 5.00 p.m. Kinshan.

Single Fare by Night Steamer	6.00
Return Fare by Night (available also for Return by day Steamer)	10.00
Single Fare by Day Steamer	4.00
Return Fare by Day Steamer	8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, tons 1,651 | s.s. Tai Shan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m.

CANTON-MACAO LINE.

s.s. Sui An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. and THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said		Kashima Maru Capt. Yagi	T. 19,000 (THURS., 25th Feb. at noon.
VICTORIA, B.C., and SEATTLE via Shanghai, Kobe, Yokkaichi, and Yokohama		Yokohama Maru Capt. Komatsu	T. 12,500 (TUES., 23rd Feb. at noon.
		Awa Maru Capt. Hori	T. 12,500 (MON., 1st Mar. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane		Tango Maru Capt. Seyeda	T. 13,500 (TUES., 16th Mar. at 4 p.m.
CALCUTTA via Singapore, Penang & Rangoon		Colombo Maru Capt. Sakamoto	T. 12,000 (TUES., 23rd Feb.
BOMBAY via Singapore and Colombo		Jinsen Maru Capt. Terada	T. 5,000 (WEDNES., 17th Feb.
SHANGHAI, Kobe		Rangoon Maru Capt. Nomura	T. 12,500 (SUNDAY, 21st Feb.
SHANGHAI and Kobe		Tosa Maru Capt. Takane	T. 12,000 (SATUR., 20th Feb.
NAGASAKI, Kobe & Yokohama		Nikko Maru Capt. Takeda	T. 9,600 (MON., 15th Mar. at 10 a.m.
Kobe & Yokohama		Suwa Maru Capt. Murai	T. 20,000 (TUES., 23rd Feb. at 11 a.m.

Fitted wireless telegraphy.

Terminus Yokohama

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kashima Maru	20,000 tons	Thursday 25th February
Mishima	16,000 "	" 11th March
Suwa	25,000 "	" 25th March
Atsuta	16,000 "	" 8th April
Yasaka	25,000 "	" 22nd April
Miyasaki	16,000 "	" 6th May
Kitano	16,000 "	" 20th May
Fushima	25,000 "	" 3rd June

FOR AMERICA.

Yokohama Maru	12,500 tons	Tuesday 23rd February
Awa	12,500 "	" 9th March
Shidzuoka	12,500 "	" 23rd March
Tamba	12,500 "	" 6th April
Aki	12,500 "	" 20th April
Sado	12,500 "	" 4th May

*Terminus Yokohama

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
HOIHOW & PAKHOI	Wenchow	18th Feb. at 10 a.m.
SHANGHAI	Anhui	18th Feb. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	18th Feb. at 4 p.m.
HAIPHONG	Singan	19th Feb. at 10 a.m.
BANGKOK	Hunan	19th Feb. at 4 p.m.
HOIHOW & HAIPHONG	Kailong	20th Feb. at 10 a.m.
SHANGHAI	Liangchow	21st Feb. at 4 p.m.
MANILA, CEBU & ILOILO	Sungkiang	23rd Feb. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

Telephone No. 36.

Hongkong 17th Feb., 1915.

BUTTERFIELD & SWIRE.

Agents.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tilmanock	SHAI	1st half Feb.
Tijkembang	JAPAN	1st half Feb.	JAVA	1st half Feb.
Tilwong	JAVA	1st half Feb.	JAPAN	2nd half Feb.
Tilbodas	JAPAN	2nd half Feb.	JAVA	1st half Mar.
Tilini	JAVA	2nd half Feb.	SHAI	1st half Mar.
Tilalajap	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tilalrocm	JAVA	2nd half Mar.	SHAI	2nd half Mar.
Tilpanas	JAVA	2nd half Mar.	JAPAN	2nd half Mar.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Shinyo Maru	22,000 - 21 knots	Tuesday, 23rd February.
Chiyo Maru	22,000 - 21 knots	" 23rd March.
Tenyo Maru	22,000 - 21 knots	" 13th April.
Nippon Maru	11,000 - 18 knots	" 27th April.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £129.

First Class to New York.....£80. " " £86.10.

" " " San Francisco £45. " " £58.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 15 knots Wednesday, 10th March

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	18th Feb.	19th Feb. at 11 a.m.
St. Albans	18th Feb.	19th Feb. at 11 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	WED., 17th Feb. at 1 p.m.
Haiching	W. C. Passmore	FRI., 19th Feb. at 1 p.m.
Haikan	J. W. Evans	TUES., 23rd Feb. at 1 p.m.

FOR SWATOW.

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	THUR., 18th Feb. at 1 p.m.
Haimun	A. H. Stewart	SUN., 21st Feb. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

LOG BOOK.

Condemned.
Amongst recent condemnations in the Prize Court has been a valuable cargo of oak logs shipped on behalf of a German firm at Yokohama on board the British ship Pelona, and consigned to Glasgow, but for which the consignee had not paid.
British Seize U. S. Cotton Ship.
Wa-hung on January 6.—The Sata D portment was jarr'd this afternoon when it was informed that a British cruiser has seized and taken into Kirkcaldy, Scotland, the American ship Denver, of the Mail ry line, loaded only with American cotton and bound from Norfolk for the German port of Bremen. The shock was unusually severe for the reason that recently France and England have both declared their intentions not to interfere with cotton. For this reason and because it is alleged that the integrity and honesty of the cargo was certified to by a British consular agent at Norfolk, Mr. Page was cabled to night to demand the release of the vessel. Officials say that the Denver is "suspected of hiding copper in the cotton."

How The British Navy Keeps The Seas Clear.

The British Board of Trade has issued a table showing how effectively the navy has swept German merchant shipping from the seas and has held the seas secure for British shipping. The total number of British and German steamships of over 100 tons gross are: British 10,123, with a gross tonnage of 20,523,708 tons; German 2,000 ships, of a gross tonnage of 5,134,720 tons. Of these vessels there are unavailable for various causes: British—Captured 49, detained in German ports 76, held up in Baltic and Black Sea 71, total 195 with gross tonnage 585,551 tons, or 1.9 per cent of the total number of steamships, and 2.9 per cent of the gross tonnage; German—Captured 80, detained in British or allied ports 160, seeking refuge in neutral ports 640, in German ports 29, total unavailable 1,221 vessels of a gross tonnage of 4,534,928 tons, or 58.4 per cent of the total number and 89.3 per cent of the gross tonnage. There is, plying, British shipping, 9,928 ships or 98.1 per cent of the total number, with a gross tonnage of 20,122, 75 tons, or 97.1 per cent of the gross tonnage. Flying or not accounted for, German ships known to be at sea 10, ships of over 500 tons accounted for 125, steam trawlers not accounted for 353, small coasters not accounted for 381, total 869 or 41.9 per cent, with a gross tonnage of 540,794 tons, or 10.7 per cent.—Exchange.

Kobe Shipping.
The marked increase in the foreign trade of Kobe last year naturally led to great activity in shipping, and 2,713 vessels, with an aggregate tonnage of 7,025,281 tons, called at the port on foreign trade, an increase of 196 vessels and 811,137 tons over the preceding year. British shipping increased by 21 in number and 157,279 in tonnage, the total number of British vessels (entering being 605 with an aggregate tonnage of 2,123,415 tons. Freight to India were again kept at a low rate by keen competition between the Nippon Yusen Kaisha and the British India Steam Navigation Company, but as a whole freight rates remained high until towards the end of the year, when a slight downward tendency became perceptible. There was a still further advance in the cost of tonnage, and a large number of foreign vessels were said at Kobe to Japanese buyers during the year. As in 1912, however, the majority of vessels purchased were registered at Dairen in order to avoid the high duty of 15 yen per ton levied in Japan, and although 32 British vessels were transferred to Japanese owners at this Consulate General, only 11 of these were passed through the customs at Kobe. It may be added that although a fair number of British vessels were sold at Kobe in the first half of 1914, the demand now seems to be nearing an end.

Oysters, Fresh, Fried or Stewed
Findon Handicrafts, King's Cross
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong—(Subject to Alteration).

For	Steamship	On
YHAMA, Kobe & Moji	Yatshing	Thur., 18th Feb. at 3 p.m.
SHANGHAI	Kwongsang	Thur., 18th Feb. at 4 light
HAIPHONG	Taksang	Sat., 20th Feb. at 10 a.m.
MANILA	Yuensang	Sat., 20th Feb. at 3 p.m.
TIENTSIN	Cheongsang	Sun., 21st Feb. at 4 light
SHANGHAI	Chongsang	Tue., 23rd Feb. at 4 light
S'PORE, Pang & Cebu	Fooksang	Tue., 23rd Feb. at 3 p.m.
SANDAKAN	Hinsang	Wed., 24th Feb. at noon
SINGAPORE & Penang	Onsang	Wed., 24th Feb. at 3 p.m.
Shanghai, Kobe & Moji	Namsang	Thur., 25th Feb. at 4 light
S'PORE, Pang & Cebu	Lalsang	Sat., 27th Feb. at 3 p.m.
MANILA	Loongsang	Sat., 27th Feb. at 3 p.m.
YHAMA, Kobe & Moji	Kulsang	Wed., 3rd Mar. at noon

The steamers "Kulsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kulsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation or First-class Passengers and are fitted throughout with Electric Light. Taking cargo on Through Bills of Lading to Yangtze Ports, Shanghai, Tientsin, Dairen, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Labuan, Davao, Singapore, Penang, Malacca, Jassien and Labuan. For Freight or Passage, Apply to JARDINE MATHESON & CO., LTD. General Managers. Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMeward.

For	Steamer	Date of Departure
LONDON	TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.	
VICTORIA, VYER, STLE, TACOMA & PLAND.		

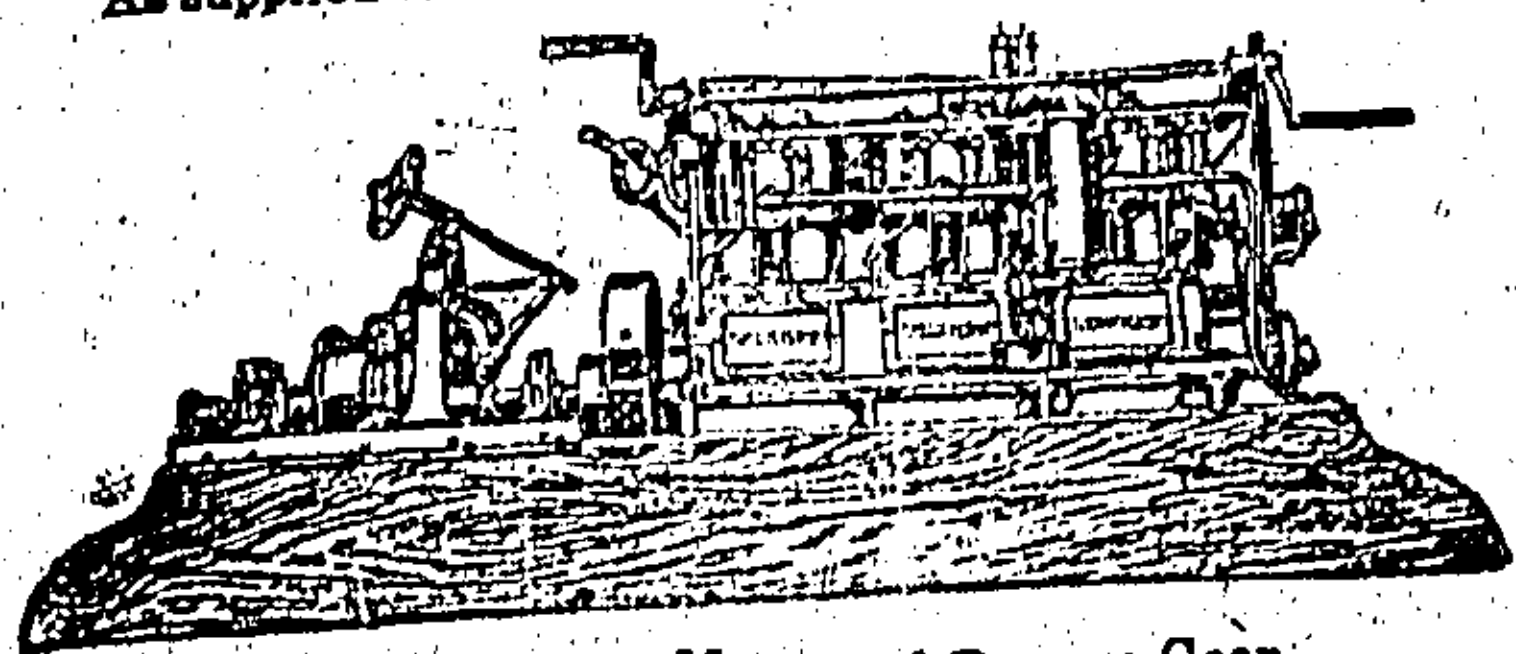
For freight and further particulars, apply to JARDINE, MATHESON & CO., LD. Agents. Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon. Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates. For Freight and Passage, apply to JARDINE, MATHESON & CO., LD. Agents. Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS. FORGEWORKERS, BRASS & IRON FOUNDERS. CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS. WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS. Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. GRAVING DOCK. 75' x 83' x 34' 6". Pumps empty Dock in 2-3/4 hours. THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results. 100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc. AGENTS for: JOHN I. THORNYCROFT & CO., LTD. PETROL & KEROSENE MARINE MOTORS. 7-1/2 150 H. P. As supplied to the British Admiralty & War Office.



C6 type Motor and Reserve Gear. B.H.P. Paraffin 70. Petrol 80. MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION. MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc. Dockyard Manager 11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA AND JAPAN. AGENTS.
Telegraphic Address: "TAIKOODOCK."
TELEPHONE No. 521.

VESSELS LOADING.

EUROPEAN PORTS.

Destination	Vessel's Name	For Freight Apply To	To be Despatched
Marseilles, London & Liverpool	C. of Durham	B. L. L.	18, Feb.
Marseilles via Ports	Ville de la C.	M. M.	20, Feb.
London via Usual Ports of Call	Malta	P. & O.	25, Feb.
M's, L'don via S'pore etc.	Mishima M.	N. Y. K.	11, Mar.
L'don, S'pore, via P'ang, C'bo, &c.	Namur	P. & O.	31, Mar.

NEW YORK, SAN FRANCISCO AND CANADA.

New York via Panama Canal	Indraghiri	J. M. Co.	20, Feb.
Via, B.C. T'ma via M'la & Japan	Seattle M.	O. S. K.	22, Feb.
San F'co via S'hai & Japan &c.	Shiyo M.	T. K. K.	23, Feb.
V'toria, B.C., & S'ha via S'hai &c.	Y'hama M.	N. Y. K.	23, Feb.
Vancouver via S'hai & Japan &c.	Monteagle	C. P. R.	24, Feb.
New York via Panama	Royal P.	B. L. L.	24, Feb.
San Francisco and San Pedro	M. S. Dollar	R. D. Co.	1, Mar.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	2, Mar.
Mexican, Peruvian and Chile	Anyo M.	T. K. K.	10, Mar.
Ports via Japan	Nippon M.	T. K. K.	27, Apr.
San F'co via M'la & Japan &c.			

AUSTRALIA.

Australian Ports	Albion	G. L. Co.	19, Feb.
Australian Ports via Manila	Taiyuan	B. & S.	20, Feb.

SINGAPORE, COAST PORTS AND JAPAN.

Haiphong	Sigan	B. & S.	18, Feb.
Haiphong	Taksang	J. M. Co.	18, Feb.
Hoibow & Pakhei	Wenchow	B. & S.	18, Feb.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	19, Feb.
Kobe & Yokohama	Namur	P. & O.	20, Feb.
Shanghai & Kobe	Rangoon M.	N. Y. K.	20, Feb.
Bombay via S'pore, Port S'ham, Penang & Colombo	Hokkai M.	O. S. K.	20, Feb.
Calcutta via Singapore etc.	Colombo M.	N. Y. K.	22, Feb.
Shanghai, Kobe & Yokohama	Atantique	M. M.	23, Feb.
Singapore, Penang and Calcutta	Fooksang	J. M. Co.	23, Feb.
Kobe & Yokohama	Suwa M.	N. Y. K.	23, Feb.
Swatow, Amoy & Foochow	Haikan	D. L. Co.	24, Feb.
Delagoa Bay, D'ban, E. L'don &c.	Gujarat	B. L.	26, Feb.
Shanghai	Sardinia	P. & O.	26, Feb.
S'hai, Moji, Kobe and Yokohama	Namur	P. & O.	26, Feb.
Haiphong	Taksang	J. M. Co.	26, Feb.
Singapore, Mauritius & South African Ports	Salamis	B. L. L.	End Feb.
Yokohama, Kobe and Moji	Kulsang	J. M. Co.	3, Mar.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	15, Mar.
Shanghai	Tiannan	J. O. J. L.	Q. desp.
Shanghai	Tiannan	J. O. J. L.	Q. desp.
Shanghai	Tiannan	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tiannan	J. O. J. L.	Q. desp.
Java	Tiannan	J. O. J. L.	S. half
Japan	Tiannan	J. O. J. L.	F. half

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA PANAMA CANAL.
S.S. "INDRACHIRI"

Will Depart on the 20th February, 1915.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.
Telephone No. 215, Sub. Ex. 9. Agents.
Hongkong, 12th February, 1915.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS
TO
MARSEILLES, LONDON & LIVERPOOL.

A frequent Service of Fast Cargo Steamers will be maintained between above ports commencing with the

"CITY OF DURHAM,"

sailing from Hongkong on the 18th February, to be followed by the "City of Corinth" on the 20th March and other high powered steamers at frequent intervals.

For rates of freight and further information apply to

THE BANK LINE, LTD.
Hongkong, 5th February, 1915. General Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. PERSIA sailed from Yokohama Friday, Feb. 12, via Manila, for Hongkong. The mails have been transferred to the s.s. MEXICO MARU of the Osaka Shosen Kaisha Line, which is scheduled to arrive at Hongkong on February 20.

MERCHANT STEAMERS.

The T. K. K. s.s. TENYO MARU will next leave for San Francisco, via usual ports, on Tuesday, 13th April, at noon.

The E. & A. s.s. ST. ALBANS left Sydney for this port via Queensland Ports and Manila, on 24th ult., and may be expected to arrive here on or about 18th February.

The Barber Line s.s. ST. EGBERT left New York for Hongkong via Suez Canal on the 2nd January and is due to arrive here about the beginning of March.

The American and Oriental Line s.s. ROYAL PRINCE arrived at Yokohama on the 14th inst., and may be expected at Hongkong on the 23rd inst.

The E. & A. s.s. ST. ALBANS from Sydney &c. may be expected to arrive here on 19th inst.

VESSELS IN PORT.

Steamers.

Tillemburg, Dut. s.s. 8,383, N. V. Wyh Jurassien, 12th inst.—Java, 4th inst. Gen.—J. O. J. L.
Malching, Br. s.s. 1,267, W. C. Passmore, 11th inst.—Swatow, 10th inst. Gen.—D. L. Co.
Teau, Br. s.s. 1,150, H. Walker, 12th inst.—Manila, 9th inst. Gen.—B. & S.
Seattle Maru, Jap. s.s. 3,533, Suitow, 12th inst.—Manila, 8th inst. Gen.—O. S. K.
Mongolia, Am. s.s. 8,750, E. R. Master, 12th inst.—San Francisco, Gen. P. M. S. Co.
Eburnia, Br. s.s. 2,979, H. Jackson, 22nd inst.—Chinkiang, 5th inst. Ballast—A. P. Co.
Antiochus, Br. s.s. 1,806, H. A. Flynn, 12th inst.—Kutchinutzu, 8th inst. Gen. B. & S.
Malta, Br. s.s. 1,387, G. W. Cockman, 13th inst.—Bombay, 26th inst. Gen.—P. & O. S. N. O.
Tacoma, Br. s.s. 3,959, Harding, 12th inst.—Calcutta, 30th ult. Ballast—S. O. Co.
Nordnaes, Norw. s.s. 1,370, H. Ingenssen, 12th inst.—Freemantle, 15th ult. Gen.—G. & C.
Chinkiang, Br. s.s. 1,228, Anale, 12th inst.—Hoibow, 11th inst. Gen.—B. & S.
Hongkong, Fr. s.s. 742, A. Marquerite, 15th inst.—Haiphong, 14th inst. Gen.—A. R. Marry.
Yingchow, Br. s.s. 1,284, Jones, 15th inst.—Shanghai, 12th inst. Gen.—B. & S.
Phraang, Br. s.s. 1,102, Flashman, 15th inst.—Shanghai, 13th inst. Gen.—Order.
Chengtu, Br. s.s. J. Speed, 15th inst.—Deli, Gen.—B. & S.
Kaifong, Br. s.s. 879, 15th inst.—Haiphong, 12th inst. Gen.—B. & S.
Titan, Br. s.s. 8,090, J. W. Roady, 14th inst.—Manila, 12th inst. Gen.—B. & S.
Yokohama Maru, Jap. s.s. 4,010, S. Koma, 14th inst.—Shanghai, 11th inst. Gen.—N. Y. K.
Takansu, Br. s.s. 977, W. McClure, 14th inst.—Hoibow, 13th inst. Gen.—J. M. & Co.
Boyarin, Rus. s.s. 595, G. Baiding, 14th inst.—Haiphong, 12th inst. Gen.—China.
Taiyuan, Br. s.s. 2,000, P. W. Grierson, 16th inst.—Melbourne, 11th ult. Gen.—B. & S.
Shiyo Maru, Jap. s.s. Smith, 16th inst.—San Francisco, Gen.—T. K. K.
Glenloch, Br. s.s. 2,997, E. Williams, 16th inst.—London, 26th Dec. Gen.—S. T. & Co.

TO SAIL

CANADIAN PACIFIC RAILWAY CO.'S

STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

24th FEBRUARY & 1st MAY.

Subsequent dates of sailing will be announced later.

Passage Rates:—

VANCOUVER £31; LONDON £43 & £45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 18th January, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON, VIA PANAMA

THE Steamship

"ROYAL PRINCE"

Captain Coull, will be despatched as above on Wednesday, 24th February.

For Freight etc. apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, 20th January, 1915.

CONSIGNEES

AMERICAN ASIATIC S.S. CO.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship

"CHINESE PRINCE"

Captain H. J. Davis, having arrived from the above Ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Wednesday, 17th inst., at 10 a.m. All Claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO., General Agents.

Hongkong, 9th February, 1915.

CONSIGNEES

TOYO KISEN KAISHA.
S.S. "SHINYO MARU."
FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on 18th February at noon will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on the 23rd February, at 5 p.m. will be subject to rent and landing charges. All chafed and otherwise damaged Cargo to be left on board or in the Godown and examination of same to be held on 24th Feb. at 10 a.m.

All Claims must be filed on or before 2nd March, otherwise they will not be recognised.

K. DOI, Actg. Agent.

Hongkong, 16th February, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision. All classes of light steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL	ENTRANCE BREADTH	DEPTH OVER BILGE AT ORDINARY TIDING	WINDY SIDE	WINDY SIDE
KOWLOON					
No. 1 Dock, Kowloon	100'	16' 10" (1st bottom)	10'	7' 6"	
No. 2 Dock, Kowloon	101'	16' 10"	10'	7' 6"	
No. 3 Dock, Kowloon	102'	16' 10"	10'	7' 6"	
Patent Slip, No. 1 Kowloon	103'	16' 10"	10'	7' 6"	
Patent Slip, No. 2 Kowloon	104'	16' 10"	10'	7' 6"	
TAI-KOET-SUI					
Consolidated Dock	105'	16' 10"	10'	7' 6"	
ABERDEEN					
Herb Dock	106'	16' 10"	10'	7' 6"	
Patent Dock	107'	16' 10"	10'	7' 6"	

HEAD OFFICE: KOWLOON. Telephone No. 1 K.

Please Address Enquiries to the Chief Manager,

R. M. DYER B.Sc. M.I.N., Kowloon Dock Hongkong.

TOWN OFFICE: QUEEN'S BUILDINGS. Telephone No. 38, Hongkong.

HONGKONG, WEDNESDAY, FEBRUARY 17, 1915.

at 6.15 p.m. in St. John's
cathedral.

PUBLIC AUCTIONS.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKERA Valuable Collection of
Antique China & Curios(Just arrived from the North, being
the property of the well-known
collector, Lai Yen Kee.)
THE Undersigned has received
instructions to sell by Public
Auction onFriday & Saturday,
the 19th & 20th February,
1915, commencing each day at
2.30 p.m. at his Sales Rooms,
Duddell Street.A Valuable Collection of
Antique China & Curios from
Sung to Ming Dynasties and
Kanghi to Tchowk Periods,
comprising:5-coloured, 3-coloured and Blue
and White Vases, Plates, Bowls,
Cups and Figures, etc.
Song-de-bouf, Vases, white
"Goddess of Mercy" Ming.
Old Gold Inlaid Bronzes, Ming.
Fine Crystal Vases and Snuff
Bottles.Porcelain and Agate Snuff
Bottles.Green and Red Jade Ornaments.
Old Lacquered Screens with
5-coloured Decoration and Black-
wood Screens with Blue & White
& 5-coloured Kanghi & Kienlung
Porcelain Plaques, Porcelain
Pictorial Inlaid in Wood, etc., etc.A Few Pieces of Finely Carved
Soochow Redwood.N.B.—The Undersigned will
give a 2-weeks' guarantee as to
the genuineness of the articles
offered.Catalogues will be issued.
On view from Wednesday, the
17th inst.Terms—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.THE Undersigned has received
instructions to sell by Public
Auction onFRIDAY,
the 19th February, 1915, com-
mencing at 11 a.m. at the Officers'
Mess, 40th Pathans, Cameron
Road, Kowloon.A Large Quantity of Valuable
Household Furniture,comprising:
Chest of Drawers, Couches and
Armchairs, Blackwood Desk,
Curio Stand, Joss and Folding
Tables, Pictures, Ornaments and
Fenders.2 Teak Extension Dining
Tables and Chairs, Dinette Wag-
gon, Pookcases, Tea and Card
Tables, Glass and Crockery
Ware, etc.Twin Teak Bedsteads, Double
and Single Wardrobes with
Beveled Glass Doors, Toilet
Tables, Marble-Top Washstands,
Toilet Crockery, Chests-of-
Drawers.Also
1 Cottage Piano,
andA Large Quantity of Plants in
pots.On view from Thursday, the
18th February.Catalogues will be issued.
Terms—Cash on delivery.GEO. P. LAMMERT,
Auctioneer.THE Undersigned has received
instructions to sell by Public
Auction onSATURDAY,
the 20th February, 1915, com-
mencing at 11 a.m. at the Kow-
loon School House.A Quantity of Valuable
Household Furniture.(Full particulars from catalogue.)
On view from Friday, the
19th inst.GEO. P. LAMMERT,
Auctioneer.

PRELIMINARY NOTICE.

THE Undersigned has received
instructions to sell by Public
Auction onMONDAY & TUESDAY,
the 8th & 9th March, 1915, com-
mencing each day at 2.30 p.m.
at his Sales Rooms,
Duddell Street.A Large and Valuable Collec-
tion of Antique China and
Curios.(Full particulars will appear
later.)
GEO. P. LAMMERT,
Auctioneer.Don't forget, after the show
Supper and Light Refreshments
AT EXANBA CAFE,
Upper VI, Kowloon.

ENTERTAINMENTS.

THEATRE ROYAL.

MESSRS. CONSULEZ BROS.
PRESENTTHE ITALIAN GRAND OPERA COY.,
IN EXTENSIVE REPERTOIRE.

"RECORD BOOKING."

TO-NIGHT! TO-NIGHT!!

Special Double Bill

"CAVALLERIA RUSTICANA"

Opera in One Act.

To be followed by

"PACIACCI"

Drama in Two Acts.

Music by Leoncavallo.

TO-MORROW NIGHT

Verdi's

"RICOLLETO"

Opera in Three Acts.

Prices: \$3.00 \$2.00 & \$1.00

Booking at MOUTRIE'S

A. CARPI,
Business Manager.GEO. LESLIE,
Advance Representative.

THEATRE ROYAL.

SATURDAY, 20TH FEBRUARY, AT 3 P.M.

SPECIAL GRAND MATINEE

WHEN

Messrs. CONSULEZ BROS. will present

THE ITALIAN GRAND OPERA COY.

IN

"IL TROVATORE"

AT

POPULAR PRICES.

Booking at MOUTRIE'S on Thursday.

PRICES

STALLS \$2
DRESS CIRCLE \$2
PIT \$2
GALLERY \$1Children under twelve half price except
to gallery.Business Manager—A. CARPI.
Advance Representative—GEO. LESLIE.THEATRE ROYAL,
HONGKONG.SATURDAY, FEBRUARY 27TH,
AT 9 P.M.

GRAND EVENING CONCERT.

PROCEEDS TO GO TO

ALLIED FORCES' TOBACCO FUND.

Under the distinguished patronage of H.E. the Governor,
Sir Henry May, K.C.M.G., H.E. Major-General Kelly, C.B., and
Commodore Anstruther, C.M.G.Special programme by well-known local artists, concluding with an
amusing Sketch, entitled

"PACKING UP"

as performed with great success in London and abroad.

BAND OF 25th PUNJABIS

By kind permission of Lt.-Col. Moberly, and Officers.

PRICES AS USUAL.

Booking at MOUTRIE'S.

VICTORIA THEATRE.

TUESDAY, 16th February.

The Thrilling & Startling Drama
in 3 Parts—4,000 Feet Long.

"PRIDE OF THE CIRCUS"

Look out for the War Pictures on

Friday, 19th—5th Series.

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday, 13th Feb.

"THE FATAL ENCHANTRESS"

a great exclusive drama

in 5 parts—Length 8,000 Feet.

Also

MISS MAY CLARKE—in her latest songs.

Wednesday, 17th Feb.

Grand Complete Change of Programme

including WAR PICTURES.

OFFICIAL MARKET PRICES

Hongkong, January 20, 1914.

BUTCHER MEAT.

Meat	Unit	Price
Beef Sirloin & Prime Cut, — Mei Lang Pa	lb.	21
" Corned, — Ham Ngau Yuk	"	21
" Roast, — Shiu	"	19
" Breast, — Ngau Lam	"	19
" Soup, — Tong Yuk	"	10
" Steak, — Ngau Yuk Pa	"	22
" do., — Sirloin, — Ngau Lau	"	33
" Sausages, — Ngau Cheung	"	28
Bullock's Brains, — No.	per set	12
" Tongue, fresh, — Ngau Li	each	50
" Corned, — Ham Ngau Li	"	80
" Head, — Ngau Tau	"	\$1.20
" Heart, — Ngau Sam	lb.	14
" Hump, Salt, — Ngau Kin	"	22
" Feet, — Ngau Keuk	each	12
" Kidneys, — Ngau Yiu	"	12
" Tail, — Ngau Mei	"	20
" Liver, — Ngau Kon	lb.	13
" Tripe (undressed), — Ngau To	"	6
Calves' Head & Feet, — Ngau-tai-tan-keuk	set	\$1.20
Mutton Chop, — Young Pei Kwai	lb.	26
" Leg, — Young Pei	"	26
" Shoulder, — Young Shau	"	24
" Saddle	"	27
Pigs Chittlings, — Chu Chong	"	27
" Brains, — Chu No	per set	24
" Feet, — Chu Keuk	lb.	14
" Fry, — Chu Chup	"	16
" Head, — Chu Tau	"	16
" Heart, — Chu Sam	each	12
" Kidneys, — Chu Yiu	"	18
" Liver, — Chu Kon	lb.	30
Pork, Chop, — Chu Pai Kwai	"	26
" Corned, — Ham Chu Yuk	"	—
" Leg, — Chu Pei	"	30
" Fat or Lard, — Chu Yau	"	20
Sheep's Head and Feet, — Young Tau Keuk	set	60
" Heart, — Young Sam	each	8
" Kidneys, — Young Yiu	"	12
" Liver, — Young Kon	lb.	27
Sucking Pigs, to order, — Chu Tsai	"	22
Suet, Beef, — Shang Ngau Yau	"	27
" Mutton, — Shang Young Yau	"	27
" Veal, — Ngau Tsai Yuk	"	19
" Sausages, — Ngau Tsai Cheung	"	20
Lard, — Chu Yau	"	22

POULTRY.

Poultry	Unit	Price
Chicken, — Kai Tsai	lb.	30
Capon, Large, Small, — Sin Kai	"	30
Ducks, — Ap	"	24
" — Pan Kai	"	18
Doves, — Pan Kai	"	18
Eggs, Hen, — Kai Tan (cooking)	per doz	24
Fowls, Canton, — Kai	lb.	34
" Hainan, — Hoi Nam Kai	"	28
Geese, — Ngo	"	24
Pigeons, Canton, — Pak Kap	each	30
" Hoibow, — Hoi How Pak Kap,	"	25
Snipe, — Sha Tsui	each	23
Turkeys, Cook, — Fo Kai Kung	lb.	65
" Hen, — Na	"	45

FISH.

Fish	Unit	Price
Barbel, — Ka Yu	lb.	18
Bream, — Pin Yu	"	20
Canton Fresh Water Fish, — Hoi Sin Yu	"	17
Carp, — Li Yu	"	22
Catfish, — Chik Yu	"	15
Codfish, — Mun Yu	"	16
Crabs, — Hai	"	24
Cuttle Fish, — Muk Yu	"	18
Do., — Sha Mang Yu	"	14
Dace, — Wong Mei Lap	"	15
Dog Fish, — Ti To Sha	"	12
Eels, Conger, — Hoi Man	"	13
" Fresh water, — Tam Sui Yu	"	20
Eels, Yellow, — Wong Sin	"	32
Eggs, — Tin Kai	"	33
Grouper, — Shek Pan	"	45
Gudgeon, — Pak Kap Yu	"	18
Herrings, — Tao Pak	"	23
Halibut, — Cheung Kwan Kap	"	28
Labrus, — Wong Fa Yu	"	20
Loach, — Wu Yu	"	20
Lobsters, — Lung Ha	"	30
Mackerel, — Chi Yu	"	20
Monk Fish, — Mong Yu	"	32
Mullet, — Chai Yu	"	20
Oysters, — Shang Ho	"	24
Parrot Fish, — Kai Kung Yu	"	12
Perch, — Tan Lo	"	18
Pike, — Fa Pau Fong	"	24
Plaice, — Pan Yu	"	14
Pomfret, Black, — Hak Chong	"	28
Pomfret, White, — Pak Chong	"	32
Prawns, — Ming Ha	"	40
Ray, — Tai Pa Fha	"	12
Rock Fish, — Shek Kiu Kung	"	18
Roach, — Chun Yu	"	12
Salmon, — Ma Yan	"	35
Shark, — Sha Yu	"	8
Skate, — Po Yu	"	10
Shrimps, — Ha	"	24
Snapper, — Lap Yu	"	32
Sole, — Tat Sha Yu	"	32
Tench, — Wan Yu	"	20
Turbot, — Cho How Yu	"	20
Turtles, small, fresh water, — Keuk Yu	"	64

FRUITS.

Fruit	Unit	Price
Almonds, — Baug Yan	lb.	35
Apples (California), — Ham Shan Ping Kho	"	18
" (Chefoo), — Tin Chan Ping Kho	"	—
" Small, — Hoi Tong	"	—
Bananas, fragrant, Canton, — San Shing Heung	lb.	—
" (brides), Macao, — San Heung Chiu	"	3
Chestnuts, Chinese, — Fong Lat	"	—

肉食

Meat	Unit	Price
Carambola, — Young To	"	0
Coconuts, — Ye Tse	each	12
Grapes, — Po Tai Tsz	lb.	3
Lemons, China, — Ling Mung	"	6
" America, — Kam Shan Ling Mung	"	10
Lichees Dried, — Lai Chi, small Stone	"	30
" Fresh	"	—
Oranges, (Canton), — Shan-shang Tim Ohing	lb.	—
" Sweet	"	—
Pears, (American), — Kwa San Shoot Lay	"	—
" (Canton), — Cooke, — Sha Li	"	10
Peanuts, — Fa Shang	"	10
Persimmons Large, — Hung Tsz	"	8
Pine-apples, 1st quality, — Pun Ti Po Lo	each	—
" 2nd, — Chung-tang Po Lo	"	—
Plantain, — Tai Chiu	lb.	3
Plums, — Swatow, Hung Lai	"	—
Pumelo, Siam, — Chin Lo Yau	each	15
" Shanghai, — Lo Kwai	"	—
Walnuts, — Hop To	lb.	15
" Green, — Sang Hop Tuo	"	—
Water Melon, — (Am.) Kom San Sai Kwa	each	—

VEGETABLES, &c.

Vegetables	Unit	Price
Artichokes, Shanghai, — Sheung-hoi Ah Ohi	lb.	—
Chauk	"	—
Beans, (French), Macao, — Oh Mou Pin Tan	"	—
" (French) Shanghai, — Sheung Hai Pin	"	—
" Sprout, — Ah Choi	"	8
" Long, — Tau Kok	"	10
Best Root, — Hung Choi Tau	each	8
Bitter Squash, — Fu Kwa	"	8
Brinjals, Green, — Ching Yuan Kwa	"	8
" Red, — Hung Ke	"	6
Cabbage, Chinese, (common), — Kai Tsai	"	10
Cabbages, Shanghai, — Ye Tsai	"	14
Cane Shoots, bunch, — Kan Shun	lb.	8
Carrots, — Kam Shan	"	12
Celery, Chinese, — Tong Kan Tsai	"	12
Chillies Dried, — Kon Lap Chiu	"	30
" Red, — Hung Fa Chiu	"	18
" Green, — Ching Lap Chiu	"	12
Curry Stuff, English, — Ka Li Chu Liu	"	10
Cucumbers, — Ching Kwa	each	2
Garlic, — Sun Tau	lb.	8
Ginger, young, — Sun Tse Keung	"	6
" old, — Lo Keung	"	8
Horse Radish, Shanghai, — Lik Kan	"	15
Indian Corn, — Suk Mai	each	5
Lettuce, — Young Shang Tsai	"	1
Water Chestnuts, — Ma Tai	lb.	8
" Mandarin, — Kwai Lam Ma Tai	"	8
Mushrooms, Fresh, — Shang Cho Ko	"	35
Musk Melon, Amer., — Kam-san Hong Kwa	each	—
Okra, — Okro	lb.	12
Onions Bombay, — Young Chong Tau	"	8
" Green, — Shang Chong	"	8
" Shanghai, — Sheung-hoi Chong Tau	"	6
Paraley, — Kun Tsi	"	8
Green Peas, — Ching Tau	lb.	8
Potatoes, Sweet, — Fan Shu	"	3
" Shanghai, — Sheung-hoi Shu Tsai	"	—
" Japan, — Yut Pun Shu Tsai	"	3
" American, — Fa Ki Shu Tsai	"	8
" Foochow, — Foo-chow Shu Tsai	"	—
Pumpkin, — Tong Kwa	"	3
Radish, — Hung Lo Pak Tsai	"	5
Rhubarb (Fresh), — Tai Wong	"	12
Sage, — Tse So	"	—
Shallots, — Kon Chung Tau	"	8
Spinach, — Yin Tsai	"	5
Tomatoes, — Fan Ke	"	8
Taro, — Wu Tau	"	5
" Turnip, Fanti, (Long), — Lo Pak	"	5
" English, — Young Lo Pak	"	—
Vegetable Marrow, — Chit Kwa	"	4
" (American), — Kwan Chai	"	—
Water Cress, — Sai Young Tsai	"	15
" Lily root, — Lin Ngau	"	6
Yams, — Ta Shu	"	8
" English, — Young Kan Choi	"	—

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MAIL STEAMERS

**THE PENINSULAR
AND ORIENTAL S. N. CO.
ENGLISH MAIL.**

WILL despatch **VESSELS** to the Undermentioned **PORTS** on or about the **DATES** named:—

For	Steamers	To Sail On	Remarks
BOMBAY via Singa- pore, Penang and Colombo	Malta Capt. G. W. Cockman P. N. R.	noon 26th Feb.	Freight & Passage

SHANGHAI.....	Sardinia Capt. J. G. Jeffery	about 26th Feb.	Freight & Passage
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SHANGHAI, MOJI, KOBE AND YOKO- HAMA	Namur Capt. A. Collyer	} about 28th Feb.	} Freight & Passage
LONDON via S. pore.	Namur	} 10 a.m.	} Freight

Penang, Colombo, } Capt. A. Cellyer } 31st Mar. } & Passage
Port Said and } " " " " " "
Marseilles }

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All steamers are fitted with Wireless Telegraphy.

For Freight or Passage, apply to

E. A. Hewett,

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